

TRANS-LAKE WASHINGTON PROJECT**Recommended TDM Program****Comments Formally Received to Date (5/7/02) and Staff Responses**

Organization	Representative	Comment	Team Response
City of Seattle	Eric Chipps	Need to quantify and analyze potential effect of TDM on general traffic, HOV and transit services – take into account its ability to decrease need for additional lanes and/or increase need for HOV facilities.	Being addressed in Transportation Methodology Report
City of Seattle	Eric Chipps	Affects of Pricing should be similarly assessed (as above)	Pricing is being looked at separately from TDM within the EIS process.
City of Medina	Paul Demitriades	Cost is unrealistically high, especially when combined with \$452,000,000 TDM Element approved for I-405 Corridor Program	The recommended Trans-Lake TDM Element was developed independently of I-405 since it is unknown if I-405 TDM will be funded (standard practice for EISs). Overlap exists between the two programs. That overlap would be eliminated as part of funding-related implementation planning for the two corridors. Language will be added to clarify this.

City of Medina	Paul Demitriades	No substantive cost/benefit analysis and/or analysis of results is included	Given that demand far exceeds capacity of the alternatives being considered, a package of build, multi-modal and TDM strategies is necessary. Cost/benefit analysis is not being done on any individual elements of the project because of this need for a package. In the I-405 Study TDM was found to be most cost/effective. See tables on pages 12 and 13 of the draft TDM Report for estimates of results and impacts.
City of Medina	Paul Demitriades	Risks related to strategy implementation must be identified and risk reduction plans developed	The recommended TDM Element starts by substantially amplifying proven strategies. The TDM Element would be implemented by interlocal agreement between local jurisdictions and service providers. To ensure accountability and the flexibility to make adjustments over time, on-going oversight committees representing signatories to the interlocal agreement would be established.
City of Medina	Paul Demitriades	A realistic implementation schedule is lacking	Language addressing this will be added (at the conceptual level because the schedule is all funding-driven)
City of Medina	Paul Demitriades	Implement proven strategies (e.g., vanpooling) as “early actions”	A separate project is underway to develop a contingency plan for the rapid expansion of vanpooling, should funds become available. Also, grant funds are being sought for early actions in I-405, which will also impact the eastern portion of the Trans-Lake Corridor (includes 25% increase in vanpooling).

City of Medina	Paul Demitriades	Is FTA grant that is referenced only for case studies? Why no major employers involved in that work?	FTA grant is also for developing the interlocal agreement and associated administrative procedures. Employer CTR-provided data are being utilized now in the case studies and employers will be more directly involved a little later in process.
City of Medina	Paul Demitriades	Clarify how CTR law leverages TDM funding	For every \$1 of public funds spent on the CTR program, employers spend \$10 of their own funds. We will clarify this language.
City of Medina	Paul Demitriades	Build on success of employer-based programs as documented by the CTR Program (e.g., UW's U-Pass Program)	CTR programs have reduced SOV commuting to worksites affected by the law by 7.5% in King County since 1991. CTR data and experiences were relied on heavily in development of recommended TDM Element. U-Pass (in total) may be very difficult to replicate elsewhere, however. At its core, it requires a large mass of commuters, parking fees that are high enough to be a real deterrent and a high degree of transit service.

City of Medina	Paul Demitriades	Telecommuting should be emphasized more.	We have been researching Telecommuting for years, as well as helping to actively promote it, which in King County includes providing technical assistance to employers. While its use is growing, it is growing only slowly. We have learned that it requires major changes in corporate cultures, and those don't occur quickly. Of 550,000 employees covered by the CTR law statewide, only 16,900 regularly Telecommute at least one day per week (in a two week period). The recommended program includes a fairly large commitment to Telecommuting, based on discussions with leaders in providing the technical assistance.
City of Medina	Paul Demitriades	What's a Transportation Management Association (TMA)?	A typical TMA is an independent entity (e.g., private non-profit) set up to address transportation issues and opportunities in a specific geographic area. The best local example is the Greater Redmond TMA. It has 300 members who are mostly employers, but its membership also includes several developers and the city. Its members have 55,000 employees. The TMA actively promotes transportation alternatives and advocates for transportation improvements. A TMA also exists in downtown Bellevue, with a somewhat more limited focus. Funding is included in the recommended TDM Element to help create two more TMAs in the corridor.

City of Medina	Paul Demetriades	Outputs seem to be papers – e.g., corridor agreement, case studies, guides, not actions	The initial Trans-Lake Study Team asked that there be a significant TDM Element and that it be implemented via a corridor interlocal agreement. Such an agreement will not be entered into lightly by the jurisdictions or service providers – it requires formal structure. The case studies help refine the TDM corridor goals. We have been asked to include support, like guides, for implementing such strategies as “Smart Growth” land use practices. See page #13 for a selected list of other outputs.
City of Medina	Paul Demetriades	Add a TDM effectiveness criteria that includes <u>absolute</u> Seattle air quality improvement	It is the total Preferred Alternative package for the corridor that will undergo air quality analysis by PSRC to ensure that the <u>region</u> does not go out of conformity with federal standards because of the project as a whole. Individual elements of the Preferred Alternative affect air quality in different ways, but it is the affect of the total package that is critical. TDM virtually always has a very positive affect on air quality.
Town of Yarrow Point	Len Neustrom	Overall, I think that the TDM approach is a major step forward; not so much in its details, but in the commitment to “adaptive management”	Thank You!

Town of Yarrow Point	Len Neustrom	Two on-going oversight committees are proposed for the TDM Program. The first, which would meet annually, is comprised of elected officials and agency heads who have signed the interlocal agreement. The second meets regularly and provides technical support and advice to the first. These may not function objectively enough. There needs to be some sort of oversight that is totally independent.	Those who sign the interlocal agreement and, thereby, commit their jurisdiction/agency, probably need to have the ultimate control over program direction and change over time. However, your point is well taken. Perhaps the staff-level committee could include equal membership from other stakeholder groups, such as neighborhood and advocacy groups and major employers. We are just beginning to focus on issues related to integration and administration of multiple corridor TDM programs. We will be sure that this issue is considered.
Town of Yarrow Point	Len Neustrom	The concept that the four lane alternatives should spend the most on TDM because those alternatives don't improve HOV or transit is interesting, but debatable.	Agreed – but ultimately we recommended it from the perspective that we want people to continue traveling in the corridor that is logical for them, e.g., continue to use SR520 vs. shifting to I-90 or north of the lake, which could increase VMT overall.
Town of Yarrow Point	Len Neustrom	What was the cost assumed for unfunded mandates (e.g., resulting from incentives for employers to do something). Societal costs or lost taxes should also be at least “guestimated”.	We did not try and calculate costs of unfunded mandates that might accrue from the TDM Element. The TDM incentives which are included, for example, are primarily placeholders, with the details to be worked out later by all stakeholders as funding becomes available. Any “unfunded mandates” could be considered then. Societal costs and lost taxes are not typically considered within an EIS, certainly not for only selected elements.
Town of Yarrow Point	Len Neustrom	What is the real relationship between restricted and expensive parking and non-SOV travel	PSRC's model assumes that there is a strong positive slope relationship.

Town of Yarrow Point	Len Neustrom	Carpools and owner-operated vanpools get only passing mention, yet they may be more cost-effective than public vanpools. What about owner-operated vanpools as on-demand jitneys?	We agree about the cost-effectiveness of carpools and owner-operated vanpools. We envisioned carpools as integral to the recommended TDM Element, but didn't state that enough. We will correct that. We are in the early stages of a second-tier major look at the vanpool market in the region. That should provide helpful information to balance the TDM Element overtime. Establishing jitney service would require serious deliberations with the transit agencies, local jurisdictions and cab companies.
Town of Yarrow Point	Len Neustrom	Explain how the "revolving fund for 260 vans" works.	The vanpool program would add 13 new vanpools for each year of the 20-year program, with the vans being resold (and replaced) after 6 years of use. New vans are estimated at a cost of \$22,000 each with a resale value of 35% of the original value (\$7,700), based on local transit agencies' experience. Monies from the resale of the vans would "revolve" through the program to help cover the capitol costs of the replacement vans.
Town of Yarrow Point	Len Neustrom	Is public vanpooling reaching its limits – has it "maxed-out"? If you subtract the ferry vanpools, how successful has it been?	2% of commuters now vanpool. We found in a recent 6-county study of the vanpool market that there is a huge latent demand for vanpooling. We have just now started a second phase of that work to help refine the numbers. About 10% of vanpools are on the ferries. With the incentives they are provided by WSF, that market may be semi-maxed out (but will grow over time).

Town of Yarrow Point	Len Neustrom	Consider shifting subsidies dedicated to vanpools to expanding a broader range of incentives, such as bus pass subsidies and parking cashout. Let individual markets choose their focus.	While we agree, in theory, with the idea of letting markets choose their focus, the amount recommended for the vanpool subsidies would be insufficient for broader application, and we're hesitant to recommend a larger program. Also, such subsidies for bus passes would have to be given to all current pass holders. For the vast majority of them, who are destined to the UW or downtown Seattle, a new financial incentive is probably not needed.
Town of Yarrow Point	Len Neustrom	HERO doesn't work because it isn't enforced – is the expansion of HERO simply hiring more police officers?	HERO is simply the phone reporting system for individuals to report HOV lane violators. It does work, at least for what it was set up to do. Of the violators reported each month, only 4.2% are second time violators and less than 1% are third time violators. First and second violations are just handled by mail. Third time violators get a home visit from a State Patrolman.
Town of Yarrow Point	Len Neustrom	Do variable message signs make sense when there are no alternative routes?	If they're at a location from which there are no alternative routes, they probably don't make sense. If possible they should be located "upstream" from such spots.
Town of Yarrow Point	Len Neustrom	What is Bus View Signing?	Signing provided at bus stops and transit centers to provide transit users with "real time" information on the location and on-time status of the bus route they want to use.

Town of Yarrow Point	Len Neustrom	Over \$8 million for local connectivity retrofitting seems excessive. Could the local jurisdictions do this themselves? Explain better how it would work.	This is included at the specific request of the jurisdictions. Staff told us they were aware of many such needs but that in the big picture such projects always seem to get over-shadowed by other needs. Projects would be selected via an annual grant process.
Town of Yarrow Point	Len Neustrom	What are “FAR” bonuses?	F.A.R. is Floor area ratio, a measure of the relationship between the site coverage, building height and lot size. FAR is typically used to measure density in commercial projects. Jurisdictions allow increases to commercial density in a development (“FAR bonuses”) in exchange for other items that support jurisdictional goals (such as streetscape enhancements, economic development, etc.). We will add clarifying language.
Town of Yarrow Point	Len Neustrom	What is a “Land use assistance program for jurisdictions and developers”?	It is a program that provides staff support to jurisdictions to do activities (such as code updates/zoning overlays, streamlining permitting and review processes, utility and infrastructure planning, etc.) that support implementation of transportation-efficient land use (land use that is transit-supportive, has accessible and safe non-motorized facilities, etc.), and support to developers during the design review process. The program is also intended to provide support to PSRC, King County, Sound Transit and local programs to implement transit-oriented development.

Town of Yarrow Point	Len Neustrom	Effectiveness of TDM Program – what does “Estimates for both methods will be by the number of lanes in an alternative” mean?	We’ll clarify this. We meant that we were showing both: (1) target numbers against which progress would be measured and (2) corridor-wide impacts -- and that we’d show each of these varying by the number of lanes that would be built in each alternative (4,6,8).
Town of Yarrow Point	Len Neustrom	Regarding effectiveness – need more thought on how TDM improves system performance. Consider person throughput on the bridge as defined as “average person miles per hour”. TDM would be having a positive affect when ever this number increased, regardless of mode-split	That’s an interesting concept – outside of typical measurements used in transportation planning. It’s worth some thought, which we will definitely give it. We’ll include a note that the idea should be given further thought as the details of monitoring are developed. We’ll also discuss it with PSRC. We should try to be consistent with their new congestion monitoring program.
Town of Yarrow Point	Len Neustrom	TDM is, after all, relatively cheap (and if it doesn’t work we can always give up on it).	Increasingly, data show that TDM does work – e.g., since 1991 the CTR Program has reduced SOV commuting to affected worksites statewide by 9.3%. Approximately 550,000 commuters work at CTR-affected worksites.

1000 Friends of Washington	Virginia Gunby	The land use assistance programs need more details. Also – vary the level of funding for land use programs according to number of lanes (higher amounts for fewer lanes)	For information on the land use assistance program, please see the earlier response to a similar question from Len Neustrom. The land use element supports implementation of land use patterns (“transportation-efficient land use”) that reduce or change demand on the transportation system by increasing access to transit and non-motorized facilities and services or by shortening the length of trips. The intent is to support short range localized trips that can be made without the use of state highway arterials. Since there is not viable parallel routes to the SR 520 bridge and a limited number of highway arterials where land use as a TDM strategy could influence localized trips, we feel it is appropriate to have the same amount of investment for all alternatives.
1000 Friends of Washington	Virginia Gunby	Add a new Finding that emphasizes that this is a new approach in planning urban corridor improvements, especially implementation via interlocal agreement	We will add it (and we do remember who’s idea it was!).

1000 Friends of Washington	Virginia Gunby	More emphasis is needed on programs that impact the high percent of non-work trips. Some, such as land use changes may require legislation. Work with PSRC.	The 1999 Trans-Lake origin and destination study found that in the AM peak up to 88% of trips crossing the bridge were for commuting. That figure was 69% in the PM. This compares to only about 20-25% of peak trips being for commuting region-wide. While there may be some difference in how trips were categorized, this still indicates that a very high percent of peak trips on the bridge are for commuting. Not a lot is known about non-commute trips, or TDM strategies to be focused on them. Funds are included for demonstrations of TDM focused on such trips. Over time funds could be shifted to strategies that are found promising. In the next couple of years we intend to research non-commute trips and possible TDM strategies.
1000 Friends of Washington	Virginia Gunby	Proposed use of value pricing, increased parking costs and managed lanes should be stated less tentatively. Increased policy coordination could come from PSRC's TDM Roundtable.	Pricing within the Trans-Lake Study is being dealt with outside of the TDM Element. We agree that there may be a role here for the TDM Roundtable.
1000 Friends of Washington	Virginia Gunby	Re: Activity Center Case Studies (FTA grant funded) – success and new information needs to be exposed beyond the local staff level.	Now that we also have a grant from FHWA, in part to expand this work into the I-405 corridor, we are considering setting up a small contract with a communications firm to help ensure that what is happening and learned is broadly disseminated.
1000 Friends of Washington	Virginia Gunby	Perhaps work with state Office of Community Development (& PSRC?) on model TDM-related codes and ordinances. Provide training.	We'll look at this as we move into implementation planning.

1000 Friends of Washington	Virginia Gunby	Funding for TDM incentives for freight should be tentative.	That is the intent – nothing more than some demonstrations until we learn a lot more.
1000 Friends of Washington	Virginia Gunby	More emphasis is needed on getting the TDM process to involve real people at the community level.	Good point. Partly, good and consistent communications will help, but more could be done, too, such as adding non-public sector stakeholders to the oversight committees. We will keep this in mind as we work on implementation issues.
1000 Friends of Washington	Virginia Gunby	Not mentioned in the report was the targeting of high schools, driver-ed classes, community colleges and universities – promote lessons learned in UW/s U-Pass Program.	This is probably one of the few primarily non-work “commute” markets that a fair amount is known about. We will add in such language. Lessons learned at UW may only be partially transferable, but there are a lot of lessons being learned there.
1000 Friends of Washington	Virginia Gunby	Give more emphasis to the need for close coordination with the transit agencies to ensure adequate services that complement the corridor TDM program.	This will be an integral component of the interlocal agreement that implements the TDM Program in the corridor.
1000 Friends of Washington	Virginia Gunby	Add “indirect TDM Program Objectives” (suggested list included – e.g., reducing various kinds of pollution)	We will take another look at this.
1000 Friends of Washington	Virginia Gunby	The draft report needs refinements and additions to provide greater emphasis to examples of linking land use and transportation actions through new incentives/strategies.	We will include additional information.
1000 Friends of Washington	Virginia Gunby	Add support for broadening the monitoring of the whole TDM program’s impacts on land use, growth and connectivity.	In development of the implementation plan and the interlocal agreement we will be looking at this area closely, in coordination with PSRC.

1000 Friends of Washington	Virginia Gunby	(Submitted a list of suggested additions to performance measures of effectiveness to be used in the 10 case studies (FTA grant))	Performance measures for the case studies have not been determined yet but will be in the near future, the list submitted will be used for consideration. It is expected that the transportation measures will focus on the two primary goals for the SR 520 Corridor TDM Program (reducing growth of VMT and increasing person-throughput on the bridge).
EPA	Jonathan Freedman	TDM expenditures should be adjusted up as we go if we think additional expenditures will be effective.	Agree, however finding the funds could prove challenging.
EPA	Jonathan Freedman	How did you arrive at expenditure levels for different TDM measures? Did you stop at the point of maximal returns? On page 1-38 it says that costs are unknown because of limited experience with scale of implementation being proposed – explain.	Building off of extensive research we have done, and some excellent data we have (e.g., CTR, Vanpool Market Study), we simply used professional judgment. Comment on page 1-38 was made by consultant before continued development of the recommendation was taken on by WSDOT's TDM Resource Center.
EPA	Jonathan Freedman	On page 12 of 13 how were standards derived (for degree to which targets are met)?	Either calculations – e.g., each current vanpool has 8.5 riders on average -- or professional judgment.
EPA	Jonathan Freedman	Page 1-3 – Is travel time the only determiner (of mode choice)? Does variability or reliability of travel time also play a factor?	Travel time is a primary factor used within the model to estimate mode-choice. Variability and reliability are also quite important, but they are hard to model.
EPA	Jonathan Freedman	How will the committees make decisions to implement TDM supportive land use, public private initiatives? Will this final report give recommendations on which of these measures would be the most effective?	The committees will approve the overall TDM Element. In several areas the specifics will be worked out later, as funding becomes available, by appropriate stakeholders, some of whom will undoubtedly have been committee members. We

			are doing additional research now, and will continue doing so, on which specific measures are most effective.
EPA	Jonathan Freedman	Thorough monitoring is critical – implementation team needs to review how the various measures perform and make revisions, as appropriate. Some discussion about if this has been done elsewhere and if this is worthwhile would be useful.	We definitely agree about the importance of monitoring and the ability to make adjustments over time. These thoughts will be in the forefront as we work on implementation planning. At the core of all of this is the interlocal agreement that implements the TDM Program. We have been unable to find significant examples of where this actually been done elsewhere. It has been planned for elsewhere, but not implemented.